

ONE ALDERMAN HOLDING UP LAW FOR FAIR TAXI RATES

Henry F. Grimm Never at a
Loss for Excuse to Delay
Action by the Board.

ONCE MORE POSTPONED.

Ordinance Framed by Grimm
Himself Really Raises the
Taxi Rates.

From present appearances Alderman Henry F. Grimm, Chairman of the Aldermanic committee which was appointed fifteen months ago to frame an ordinance to afford New York relief from taxicab extortion and poor service, is planning to gumshoe along without taking any definite action until the Board adjourns for the summer.

In other words, it looks as though Chairman Henry F. Grimm, who comes from a remote corner of Brooklyn, is so favorably impressed with the arguments of the taxicab trust and the hotel and restaurant proprietors that he is going to stall off a decisive report from his committee until two years shall have elapsed.

For months the Board of Aldermen has been going to act on the taxicab reform ordinance NEXT WEEK. The Board was to have acted yesterday. Some friend of Alderman Grimm was conveniently buried yesterday and the Alderman went to the funeral, and the taxicab matter goes over until NEXT WEEK.

Every citizen of New York who has travelled knows that the taxicab rates here are exorbitant; that the cabs are not kept as clean as they are in cities abroad; that chauffeurs are frequently insolent and insulting; that there is no regulation of chauffeurs worthy the name; that ex-convicts and thugs are allowed to drive taxicabs and that the private cabstands maintained by hotels and restaurants cost \$50.00 a year—every penny of which comes out of the pockets of taxicab patrons. All this is, in fact, a matter of common knowledge. New York is a city in which the taxicab is a luxury instead of a convenience, as it should be.

FRAMES AN ORDINANCE TO
RAISE RATES.

And what, so far as the public knows, has Alderman Grimm's Taxicab Reform Committee done about it? Nothing but frame an ordinance RAISING THE RATES. It is beginning to look as though Alderman Grimm, kindly as he may be disposed toward the taxicab monopoly and the owners of the private cabstands, hasn't mustered up sufficient nerve to put over his ordinance raising the rates, and for that reason is postponing action on one pretext or another until next fall.

The Evening World announced two weeks ago that Alderman Grimm had prepared an ordinance, the phraseology of which was almost identical with an ordinance prepared by the lawyers for the taxicab companies. But it was not known until the fact came out at a dinner of the Fulton Aldermen at the Hotel Brevoort on Monday night that Grimm's ordinance really does more or calls for more than the taxicab monopoly might reasonably expect even from friends. From Grimm himself he surprised associates learned that he had prepared an ordinance which will not only continue the private cabstand graft, but make the cost of riding in taxicabs in New York City more excessive than it is under the prevailing extortionate tariff.

The only advantage New Yorkers have over European capitals in the matter of taxicab rates is that three or four persons can ride for the same rate that applies to two passengers or one passenger. The Evening World has contended that this is unfair to the taxicab companies; but that the fare should be reduced for one or two passengers and raised proportionately for three or four passengers.

PLAN OF ALDERMAN GRIMM TO
RAISE THE RATES.

Under the present schedule it costs from 30 cents to 50 cents for the first taxicab mile—depending on the stand from which the cab is procured—and 10 cents for each succeeding mile, no matter how many passengers. Here is the plan of the astute Alderman Grimm:

For one passenger—50 cents for the first mile, 40 cents for the second and succeeding miles.

For two passengers—30 cents for the first, 20 cents for the second and succeeding miles.

For three passengers—20 cents for the first and 10 cents for succeeding miles.

On the face of things this is a reduction for the single passenger of 20 cents a mile, but it increases the present rate per mile after the first for two passengers and runs the rate for three passengers up to \$1 for the first mile and 80 cents for each succeeding mile. The calculations of Alderman Grimm have not extended beyond the three passenger stage. Probably he would want a party of four passengers to buy the cab. And it is very seldom that a single passenger is seen in a taxicab.

Mayor Gaynor appointed a commission in February to investigate the taxicab situation and report reforms. The commission held several hearings, looked into conditions in New York and in foreign cities and prepared an ordinance in two months. This ordinance reduces the rate, abolishes the private cabstand, provides for proper licensing and regulation of taxicabs and chauffeurs.



FEARS, and outlines for New York a decent, reasonable, civilized system of taxicab transportation. The ordinance was transmitted to the Board of Aldermen, but it lies buried because the Aldermanic committee appointed fifteen months ago has failed to agree upon a report.

TAXI COUNSEL SWITCHES HIS
TACTICS.

Three months ago Ben Holden, counsel for the Yellow Taxicab Company, was vociferously arguing that the Board of Aldermen had no legal power to lower taxicab rates or abolish private cabstands. Mayor Gaynor blew Mr. Holden's contention higher than the Woolworth Tower. Then Mr. Holden switched his tactics, apparently. For some weeks past he seems to have been working on the idea that the Board of Aldermen has the power to legislate taxicab tariffs upward and continue the taxicab stand monopoly on public streets adjacent to restaurants and hotels. Only a few days ago a youth got out of a yellow taxicab at the City Hall and asked for Alderman Grimm. The Alderman couldn't be found. He had gone to a funeral or something, or perhaps he was consulting with his wife and his son, who conduct the Grimm Contracting Company in Brooklyn. The youth was asked if he was on a mission of special importance.

"I've got a taxicab ordinance here for him," remarked the youth.

So it is safe to assume that even Mr. Holden, who is a wise lawyer, has discovered that the Board of Aldermen has some authority in this matter. The figures he submitted to the committee were submitted in secret, considered in secret and have been suppressed. But Mr. Holden has had every opportunity to see and argue on the figures submitted to the committee by The Evening World which conclusively establish that the rates in New York are exorbitant.

Alderman Grimm, Coleman McCann and Cunningham—the latter recently substituted for Alderman Meagher, who resigned from the board—are the majority members of the committee, and they are supposed to be in favor of the private cabstands and the taxicab companies; Grimm is known to be. Alderman Holles, Marks and Brush are the members of the committee who favor reductions and the abolition of the private stands; but these three are powerless in the face of Grimm's refusal to act.

Alderman Grimm was appointed Chairman of the committee after the death of Alderman Bryant Willard, who was the original Chairman and died shortly before last Christmas. Alderman Grimm for many years conducted a saloon in the Cypress Hills section of Brooklyn. Then he branched out into contracting and politics. The Grimm Contracting Company, conducted by his wife and son, removes snow from the streets in winter.

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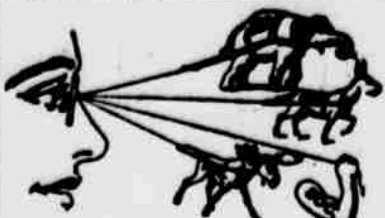
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MURDERED WIFE'S FATHER.

Sylvanus Souders Convicted at
Flemington, N. Y.

(Special to The Evening World.)
FLEMINGTON, N. J., May 7.—Sylvanus Souders was today found guilty of murder in the first degree by a jury in the Hunterdon County Court. Souders killed Herbert Quick, his father-in-law, the Bunn Valley "Poet-Farmer," whose body was found in his home in Holland township on Easter Sunday afternoon. He had been dead about two days.

Quick lived alone and was wealthy. His only daughter was Souders's wife. They lived near Bound Brook. Souders went to Quick's house Easter Sunday afternoon and reported finding Quick's body. Suspicion was directed toward him and his conviction followed. He will be executed during the week beginning Monday, June 10.



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489 Fulton St., opp. A. & S., Bklyn.
597 Broad St., near Hahn's, Newark.

TEACHER HALED TO COURT ON ACCUSATION OF PUPIL.

Judge, However, Discharges Miss
Douglas When She Swears Blow
She Struck Was an Accident.

Until Miss Ellen C. Douglas, teacher of Class 5A in Public School No. 49, of Chambers and Prospect avenues, the Bronx, had had her say in the Morrisania Court today, there were many angry glances cast at her by women spectators, for little nine-year-old Agnes O'Neill of No. 194 Wilkins avenue told, with a wealth of detail, how her teacher had struck her in the face with a ruler, making her left eye blood-shot and sore and cutting a gash an inch long above her eyebrow. Grace McWalters, a ten-year-old classmate, corroborated her.

Miss Douglas testified there had been a music lesson Thursday afternoon and she had been beating time with a ruler, when she saw Agnes raise her book in front of her face as though to whisper behind it to her neighbor. Without interrupting the singing Miss Douglas stepped close to the little girl and as she beat downward, marking time with her ruler, endeavored to strike the top of the book to recall Agnes to her duty without the necessity of stopping the music. The child lowered the book just as Miss Douglas struck and the ruler hit her in the face.

Magistrate Marsh said he believed the teacher's story and discharged her.

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Craftsman Morris Chairs...regularly 25.50, 19.50

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regularly 25.00, 35.00 and 45.00

Craftsman Library Tables...5.75 to 15.00
regularly 6.25 to 18.00

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Craftsman Armchairs with leather seats...regularly 10.00 to 17.00, 7.75 and 14.75

Craftsman Rockers...11.75 and 17.50
regularly 14.50 and 20.00

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regularly 12.00

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Batiste and Voile Waists trimmed with Valenciennes and Irish Laces. value 3.25, 2.50

Marquisette and Lawn Waists with dainty lace insertion. value 3.75, 2.95

Lawn Waists trimmed with Valenciennes lace and crystal buttons, finished with velvet bow. value 4.95, 3.50

Batiste Waists trimmed with scrolls of dainty Valenciennes lace and embroidery panels with crochet buttons; also Voile Waists with Balkan and Ratine trimming. value 5.75, 4.95

Hand-embroidered Pure Linen Waists with turndown collar. 1.50
values 2.50 and 3.00

KNIT UNDERWEAR

Lisle Union Suits, -knee length; plain or lace trimmed. values 1.25 and 1.50, 95c

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